

Crittenden Record-Press

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MARION, CRITTENDEN COUNTY, KENTUCKY, September 15, 1910

NUMBER 13

LOOK LIKE BATTE- SCARRED VETS.

**First Kentucky Caught in Wreck
Before Reaching Fort Harri-
son at Indianapolis.**

Indianapolis, Ind., Sept. 12.—A wreck in which two were killed, two seriously injured and many other persons received minor injuries occurred a half-mile east of the Brightwood yard limits shortly after 7 o'clock this morning.

Big Four train No. 9, due in Indianapolis at 7:45, struck a special from Louisville carrying the First Kentucky regiment to the army maneuvers at Fort Benjamin Harrison. The fireman on the soldiers' special was killed. The engineer jumped and escaped. The fireman was E. C. Ike, of Anderson. Maj. H. E. Mechling and nine enlisted men were injured. The soldiers were lucky in having at the head of their train behind the engine two cars filled with tents and equipment.

These cars took the force of the collision. A freight train crossed from north to south on the switch ten minutes before the accident and neglected to close the switch. This caused the wreck.

Samuel Densmore, engineer of No. 9, was killed. He lived in this city.

The two seriously injured are Charles Adams, fireman on No. 9, and George W. Kuntz, of Union City.

Many Wear Bandages

The camp trumpets and bugles were blowing for the noon mess when the train bearing the battered, travel-worn army of the First Kentucky Regiment arrived at Fort Benjamin Harrison maneuver camp to-day. In every car were men wearing bandages about their heads and scores of the Kentuckians walked with a limp when the companies were lined up to be marched to their quarters.

The regiment looked more like an organization just home from the war than one bound for a place of mimic battle. Awaiting the arrival of the train were several ambulances and the men suffering more severe injuries were hurried to the field hospital, among them being Maj. H. E. Melching, of Louisville, commanding a battalion of the First Kentucky, who was carried from the train on a litter, as was Lieut. Van Winkle, of Lexington, attached to the Second Kentucky.

Lieut. Van Winkle was traveling to camp with the officer of the First Regiment, Major Melching, both riding in the Pullman on the rear of the troop train. When the crash came, the two officers who were seated facing each other, came together and the collision resulted seriously. It is believed that Maj. Melching's jaw is broken. Lieut. Van Winkle is suffering much pain in the head and may have a broken arm.

Both officers were hurried to the field hospital in an ambulance, and they probably will be turned home as soon as they are able to travel.

Regiment Badly Shattered.
The First Regiment is badly shattered by the wreck that it is likely this organization will not be able to participate in any of the maneuvers for several days.

THE KILLED
Samuel Densmore, Indianapolis, engineer train No. 9.

THE INJURED

E. C. Ike, Anderson, Ind., fireman soldiers train.

Charles Adams Bellefontaine, O., fireman train No. 9, back wrenched, may be internally injured. Edward Griswold, of Wabash, Ind., engineer of soldiers' train, severe scalp wounds and concussion of the brain. George W. Kurtz, of Union City, Ind., left foot crushed. Slightly injured: Paul Weller, of Louisville, Ky., militiaman, shoulder sprained, arm bruised; C. B. Hobley, Hotel Edward, Indianapolis, bruised; F. C. Wagner, Terre Haute, bruised, scalp wound; Carl Kohen, 31 South Oriental street, Indianapolis, bruised; George Kunn, Vincennes, bruised; Miss Cora Robertson, Hillsboro, Ill., shocked and bruised; Mrs. A. L. Schram, Hillsboro, Ill., shocked and bruised; George L. Mackey, Detroit, bruised; T. L. Weaver, Detroit, cut by glass, bruised; M. C. Bierdman, Detroit, bruised; Ed Denger, 3552 Central avenue, Indianapolis, bruised. Besides these eight militiamen were slightly hurt.

Immediately after the First Kentucky arrived in camp the work of the pitching camp was commenced.

The news of the wreck did not reach the headquarters of the army camp until shortly after 10 o'clock. Gen. Chas. L. Hodges, who is in charge of the army maneuvers, ordered all available hospital wagons dispatched to the scene. Owing to the fact that the wreck occurred twelve miles from the post, there was great delay and the injured were not placed in the hospital until after noon.

Gloom hangs over the camp of the Kentucky soldiers, and they are going about their work in a listless manner.

SUNDAY SCHOOL RALLY

Sunday Sept. 25 has been set apart by the officers of the Methodist Sunday School as Rally Day. A special program has been carefully arranged and the coming event is being looked forward to with interest.

Fayette, Mo. Sept. 9, 1910.

Dear Bro. Calmes:—Am now in "show-me state" and in "Mecca of Methodism" as your people have two good institutions of learning here. Have congregation of 325 members here and have splendid church house.

Please change address of Record-Press from Sturgis to Fayette, Mo. May our Father bless that generous warm heart of thine and keep you in all His ways. Love to your good wife and children. Wishing you health, wealth, and prosperity I close.
J. S. ROWE.

Rev. U. G. Hughes closed a successful meeting at Baker, last week in which there were several professions and church very much revived. He was assisted by Rev. W. R. Gibbs.

He left Tuesday for Cave Spring in Livingston county to conduct a meeting, assisted by Rev. R. A. LaRue.

In consequence of the revival services in progress at the Main street Presbyterian church, Rev. M. E. Miller of the Baptist church and Rev. J. B. Adams of the Methodist church called in their appointments for last Sunday night and with most of their flocks, went to hear Rev. Harrison on "Ye Must be Born Again."

MONDAY WAS THE OUR FLUOR SPAR BANNER DAY INDUSTRY.

**A Big Crowd in Town With Stock,
Leaving More than \$20,000
with Our two Banks.**

On Monday morning bright and early, people commenced to congregate in Marion from all parts of Crittenden, Livingston and Caldwell counties, with a goodly number of prominent stock men and buyers from Morganfield and Hopkinsville. There were more fine horses and mules exhibited and sold at good prices than ever known on any previous Court day in the history of Marion, more than twenty thousand dollars being left on deposit in our two banks. The greatest number of mules bought by any one buyer went to R. M. Young of Morganfield. They numbered 25 and were all last Spring mules. The price paid averaged \$100.00. Jno. Cambron of Morganfield and Chas. Lane and Levell Bros., of Hopkinsville bought quite a number of mules from 3 to 8 years old, paying good prices.

While Crittenden county is noted for fine mules the display Monday was far in advance of that of any previous occasion. And even with all the fancy prices paid and offered, many refused them and lead their stock home.

But the best bargain of the whole day was the Graves farm near Dycusburg, in good neighborhood, and reasonably good land, bought by Gus Graves for \$450.00 for the 130 acres. Why go west when you can buy land this cheap in Crittenden. The land was sold by Judge J. G. Rochester as County Commissioner.

When R. M. Young and John Cambron started their fine drove of young mules for Union county Tuesday morning early, it attracted as much attention as would Buffalo Bill's Wild West Show.

Notwithstanding the fact that such days are not usually the best days for the merchants, they, on this occasion reaped a rich harvest and especially did the Restaurants and Hotels do a land office business. In fact there was nothing but eating and trading.

Mr. Babb sold over 500 water-melons Monday to the restless hungry crowd, keeping a man busy wheeling off the rinds.

J. H. Orr and Haynes & Taylor, our two popular drug firms had their cold drink counters and tables full of customers all day.

Mrs. M. E. Glass and Miss Addie Maynard reaped a rich harvest in subscription for the Record-Press Monday, polling above one hundred thousand votes.

RIBBON SALE

I will, until Saturday Sept. 17th sell my nice stock of ribbon at cost. Come and get some bargains.

MRS. LOTTIE TINSLEY.

FOR SALE

My residence on Gum St. in Marion, Ky., occupied by G. G. Hammack, nice house, rents well and has every convenience

MRS. ALMEDA LAMB,

Marion, Ky.

**What it Means now and What it
Will Mean a Year Hence at
Present Pace.**

The greatest fluor spar district in the world is located in 5 adjoining counties in Kentucky and Illinois. Crittenden, Livingston and Caldwell counties in Kentucky, adjoining Pope and Hardin counties in Illinois and separated by the Ohio river.

Since the Payne-Aldrich tariff bill went into effect carrying a protective duty of \$3.00 per ton on spar its price has gradually risen until today gravel spar, that formerly sold for \$3.50 and \$4.00 per ton is now worth \$8.00 per ton, lump spar \$10.00 and ground spar \$12.00 per ton.

These prices have stimulated to a marked degree interest in spar as a mining proposition. Activity in mining in the last few months has taken on a new aspect, especially in Crittenden county, which is the center of the district.

Some of the biggest operators in the country are investigating this section and laying plans for future work. The Illinois Steel Company, one of the component parts of the one thousand million dollar steel trust has had their expert Mr. Brady of Chicago in this section almost continuously for several months past. The result has been that the Illinois Steel Company has option on some of the best properties and it is a safe prediction that they will become producers on a large scale sometime next year.

The average man as a rule knows nothing about fluor spar. He usually spells the word fluor spar and has no idea at all of the many uses now found for this peculiar mineral. Fluor spar is used in making hydrofluoric acid, for fluxing purposes, making white enamel and many kindred uses too numerous to mention. The ore mined in Crittenden county is the purest in the world and therefore most highly prized by the makers of hydrofluoric acid. Mineral for this purpose must be 97 to 99 1-2 per cent pure.

There has been shipped from this station here at Marion and at Mexico, Kentucky the first six months of this year over twenty million pounds of fluor spar. Unless pencil and paper are used it is hard to realize how much this means to the people of Crittenden county in money. We give below the different mines in this county now in operation and the average number of men employed by each.

Givens Mining Co., H. O. Ratcliffe, Supt. 17 men.
Franklin Mining Co., C. E. Ratcliffe, Manager. 8 men.
Glendale Mining Co., Mr. Height, Manager. 12 men.
Kentucky Fluor Spar Co., operating mill at Marion and mines, C. S. Nunn, President. 30 men.

Pope Mining Co., Wm. Lowery Manager. 10 men.
Keystone Mine, Dave Wolford Supt. 14 men.
Susie Beeler Mine, Dr. R. L. Moore, Manager. 8 men.
Pierce Mine, John Harpending Manager. 3 men.
Hoosier Mining Co., operating on old Tabb vein, George Cramer Manager. 16 men.
Birmingham Fluor Spar and

Lead Co., Wm. Bibby Manager. 8 men.

Blue Grass Fluor Spar Co., T. H. B. Haase, Manager. 21 men.
Kentucky and Indiana Mining Co., W. J. Oliver Manager. 8 men.

American Fluor Spar Mining Co., W. Richards, Manager. 10 men.

OTHER MINES AND

DIFFERENT PROSPECTS

LaRue Mines, Zinc Sulphide, James Frazier, Supt. 10 men.
Miller Mines, Zinc Carbonate, James Frazier, Supt. 8 men.

Prospects 15.
Men employed 198; Superintendents and Managers 17; total 215 men.

These will average over \$2.00 per day which would amount to \$430 per day.

There are over 40 teams hauling which would amount to \$200.

Coal, lumber supplies and all other supplies will average \$10 per day to the mine and for 17 mines will amount to \$170.

Amount daily expended for 17 mines \$800.00.

This \$800.00 per day is expended in Crittenden county and the benefit accrue to all alike.

The low price spar reached prior to the passage of the Payne tariff bill closed down a great many of the mines in this district. The biggest operators felt that they were giving away their product. The prices obtained barely covered the cost of production. They believed that it was best to let the spar rest in the ground rather than mine and give it away.

The Marion Mineral Co., quit operating their mines in this district in the fall of 1907. One of their best properties was the Pogue Mine which was closed when it was producing 100 tons of gravel spar per day and the work was carried on in a vein 40 feet wide. It is more than likely that this mine will open again in the course of two or three months.

The Albany Mining & Investment Co., closed down the Nancy Hanks mine at a time it was producing 34 to 40 tons of first class spar daily and working in a vein 5 to 10 feet in width. This mine produces a very fine grade of spar peculiarly adapted to grinding, in fact all of the spar mined there has been ground in their mill in Marion, Ky., and shipped except the last 4,000 tons.

The Kentucky Fluor Spar Co., operating some of the best mines in the world, chief of which is the famous Memphis, practically closed operations three years ago with ten thousand tons of spar on the rail road track. The rise in the price of spar moved all this. It is predicted that all their properties will be in operation in the near future.

The effect of the tariff, the natural increase of business and the numerous new uses to which spar has lately been put accounts for the rise in price. The users of spar have nearly doubled their demand in the last 5 years.

There is one other question that enters into the spar proposition and that is the road question. We do not have good roads in this county and the farmers and haulers are paying the price of bad roads. Co-operation is the keynote for good roads. If the farmers and haulers and the miners will get together much can be done and a movement started that will not stop until all the roads in Crittenden are good roads. A canvass of the mine owners and managers and the haulers show that they are alive to good roads and they

SULLINGER NOMI- NATED FOR JUDGE.

**Won Over His Five Worthy Oppo-
nents, Receiving 9 to 6 on
the "Home Stretch."**

Pursuant to a previous call the Republican County Committee met in the Court room Monday afternoon and presided over by chairman A. A. Haynes, proceeded to ballot for the most available candidate for county Judge.

There were five candidates: J. E. Sullingers, G. T. Belt, T. F. Newcom, R. E. Wilson, and J. M. Walker, all of which received the same number of votes on the first ballot from the 15 committeemen.

But after repeated balloting the race narrowed down to Sullinger and Belt, when on the last ballot Sullinger received 9 votes to Belt 6, when with harmony and the best of feeling prevailing he was unanimously declared the nominee.

The good feeling prevailing was the best compliment that could have been paid Mr. Sullinger as it proved that the committeemen and the other candidates recognized in him the combined qualities of leader and gentleman.

Rev. E. B. Blackburn preached to the congregation at Clay last Sunday. Bro. Blackburn met with a warm reception and was warmly requested to come back on next First Sunday, which invitation he accepted.

DEMOCRATIC COUN- TY COMMITTEE

**Called by Chairman M. F. Pogue
to Meet Saturday, Sept. 24th,
at Court House.**

The Crittenden County Democratic Committee is hereby called to meet in Marion on Saturday, September 24th at one o'clock p. m. for the transaction of important business.

A full attendance of the Committee is earnestly requested.

M. F. POGUE, Chairman
T. H. COCHRAN, Secretary.

have this proposition to make. A great many of the haulers will give from ten to twenty days each with teams and wagons to help fix the roads. A number of the mine owners and managers have stated their willingness to furnish a man and pay for his labor all summer long if the county will put up a rock crusher to crush limestone rock. Crushed limestone rock, haulers and their teams and wagons will solve the road question. By this means it would be possible to get a part of the roads in good shape each year. Year by year this work could go on and one good road added each year would make many. It would not take many good roads in Crittenden County to educate the balance of the county in their money value. Whenever Crittenden County realizes what she loses each day on account of bad roads, and the hindrance they are to the proper development of her mineral resources she will wake up. Good roads will mean the greatest mining district in the world.